

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,361 tons, Captain H. D. Jones.
 "POWAN," 2,338 tons, " R. D. Thomas.
 "FATSHAN," 2,360 tons, " W. A. Valentine.
 "HANKOW," 2,373 tons, " C. V. Lloyd.
 "KINSHAN," 1,995 tons, " J. J. Lissius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Friday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 tons, " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yanki, Mahsing, Kunchuk, Koo-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-Ts, Lo-Ting-Han, Tak-Hing, Dashing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow, Single \$15.00. Return \$25.00.
 Canton to Tak Hing, Single \$12.50. Return \$21.00.
 Canton to Samshui, Single \$7.50.

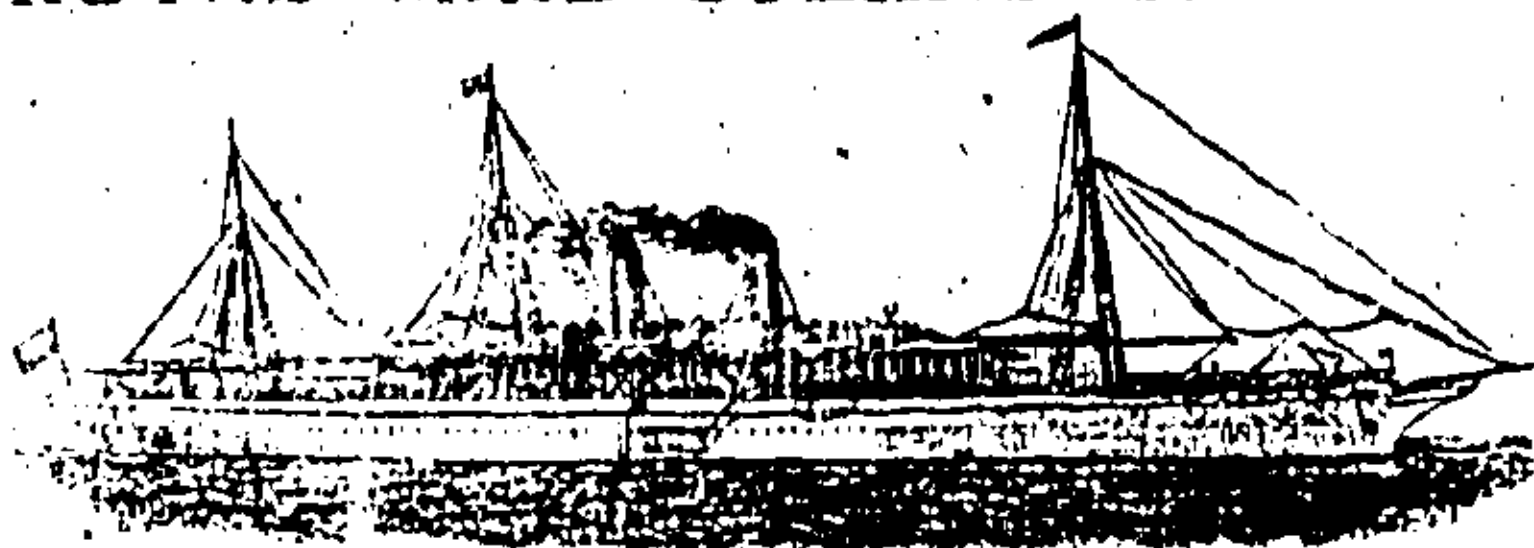
HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$35.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kunchuk, Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 10th May.
 "ATHENIAN," 2,440 " WEDNESDAY, 24th May.
 "EMPERESS OF CHINA," 6,000 " WEDNESDAY, 31st May.
 "EMPERESS OF INDIA," 6,000 " WEDNESDAY, 21st June.
 "TARTAR," 4,425 " WEDNESDAY, 5th July.
 Hongkong to London, 1st Class, via St. Lawrence \$60. Via New York \$62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, " £40. " £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. E. BROWN, General Agent,
 9, Pedder's Street.
 Hongkong, 4th May, 1905.

HAMBURG-AMERIKA LINIE.

OBTABLSCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOVIA.....	HAVRE, BREMEN AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th May. Freight.
SENEGAMBIA.....	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th May. Freight.
O. FERD. LAEISZ.....	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	13th June. Freight.
BRISGAVIA.....	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	19th June. Freight.
SITHONIA.....	HAVRE AND HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	11th July. Freight.
NUBIA.....	NEW YORK VIA SUEZ. Habel with liberty to call at the Malabar coast.	25th May. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

Hongkong, 5th May, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 12 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate, and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN.....	WEDNESDAY, 10th May.
ROON.....	WEDNESDAY, 24th May.
BAYERN.....	WEDNESDAY, 7th June.
ZIETEN.....	WEDNESDAY, 21st June.
DARSTADT.....	WEDNESDAY, 5th July.
SACHSEN.....	WEDNESDAY, 19th July.
SCHARNHORST.....	WEDNESDAY, 2nd August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 30th August.
PREUSSEN.....	WEDNESDAY, 13th September.
ROON.....	WEDNESDAY, 27th September.
BAYERN.....	WEDNESDAY, 11th October.
GNEISENAU.....	WEDNESDAY, 25th October.
PRINCESS ALICE.....	WEDNESDAY, 8th November.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ RECENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 8th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 9th May. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUEI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND.....	3,302	TUESDAY, 30th May.
WILLBAD.....	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR.....	3,227	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship "PRINZ SIGISMUND," Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 KOBE & YOKOHAMA.....PRINZ SIGISMUND.....TUESDAY, 9th May.
 SHANGHAI, NAGASAKI.....BAYERN.....WEDNESDAY, 10th May.
 KOBE & YOKOHAMA.....ZIETEN.....WEDNESDAY, 24th May.
 SHANGHAI, NAGASAKI.....WEDNESDAY, 24th May.
 KOBE & YOKOHAMA.....

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 3rd May, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP...	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAHU...	JAPAN	First half June	JAVA PORTS	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 1st May, 1905.

Intimations.

HONGKONG-HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEKDAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
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8.00 a.m. to 9.00 a.m. ... Every

Intimation.

WM. POWELL,
LIMITED.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road,
(OPPOSITE THE CLOCK TOWER.)

NEW
SPRING
GOODS.

FINEST
QUALITY
COLOURED
ZEPHYR
SHIRTS.

SILK
AND
CASHMERE
SHIRTS.

CELLULAR
SHIRTS.

THIN
UNDERWEAR
AND
HALF-HOSE.

LIGHT
NECKWEAR

PITH
AND
CORK
HELMETS.

LIGHT-WEIGHT
BUCKSKIN
BOOTS.

&c., &c., &c.

WM. POWELL, Ltd.
HONGKONG.

Hongkong, 27th April, 1905.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that **BRITISH-AMERICAN TOBACCO COMPANY, LIMITED**, Registered Office, Cecil Chambers, 85, Strand, London, England; Tobacco Manufacturers, has on the 9th day of February, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark:—



in the name of **BRITISH-AMERICAN TOBACCO COMPANY, LIMITED**, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following description of goods in Class 45:—

MANUFACTURED TOBACCO.

Dated the 3rd day of April, 1905.

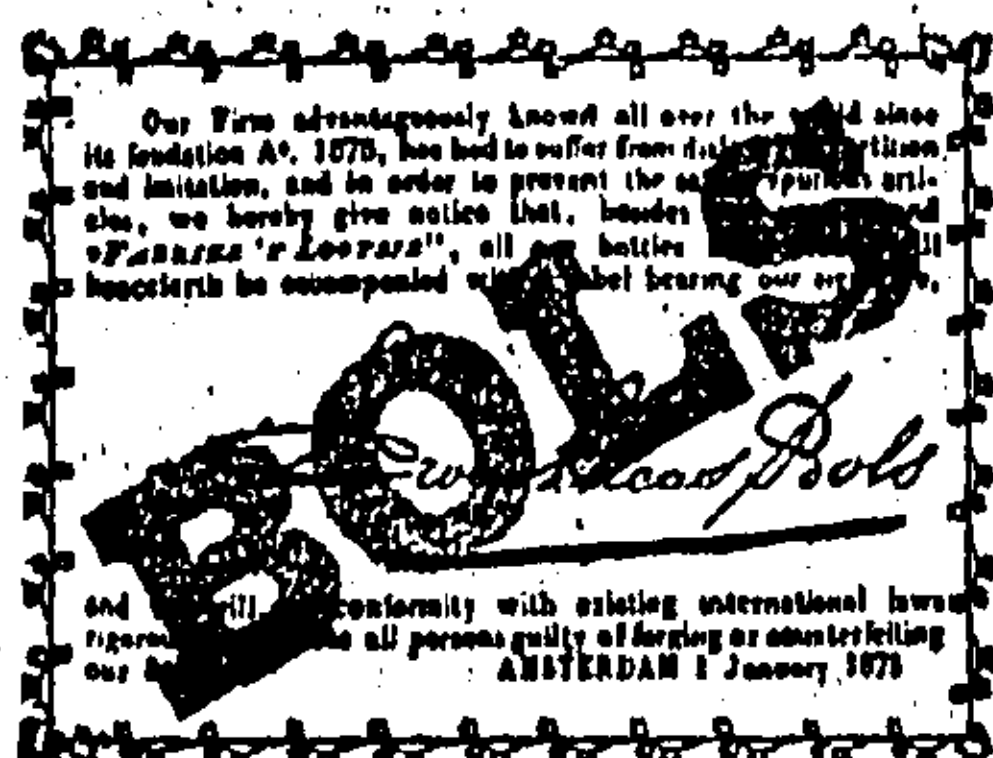
DENNIS & BOWLEY,
Solicitors for the Applicants.

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ERVEN LUCAS BOLS
DE DISTILLERIJ 'T' LOTSJE
ROLS ZEER OUDE GENEVER



ERVEN LUCAS BOLS
HET LOTSJE
AMSTERDAM

in the name of **AMSTERDAMSCHER LIKEURSTOKERY 'T' LOTSJE**, DER ERVEN LUCAS BOLS, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the applicants in respect of GIN and LIQUERS in Class 43.

The word "Genever" is in use varied by the substitution of the word "Liquers" when applied to Liquors.

Dated the 4th day of April, 1905.

WILKINSON & GRIST,
Solicitors for the Applicants.

BELL'S ASBESTOS EASTERN AGENCY,
LIMITED.

A BRANCH REGISTER OF MEMBERS of this Company on the EASTERN REGISTER has this day been established under the Companies (Colonial Register) Act 1883 and will be kept at the Office of the Undersigned who are duly authorised to exercise all the powers of the Directors of the Company in relation to transfer of Shares entered in such branch register.

Dated this 1st day of May, 1905.
[24] **BRADLEY & Co.**

THE GREEN ISLAND CEMENT
COMPANY, LIMITED.

FINAL NOTICE.

ALL SHAREHOLDERS who were entitled to a proportion of the NEW ISSUE and who have not applied for such must apply immediately.

Interest will be charged at the rate of Twelve per cent. per annum on \$10, the amount payable in respect of each Share from the 31st day of March, 1905.

No Application will be received after the 31st day of May next.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 26th April, 1905. [514]

THE WISE MAN
BUYS A "SINGER," IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS

It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.

Hongkong, 25th March, 1905. [48]

EMPLOYE de commerce, Agé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des maisons, comptant à fond de comptabilité en partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désirent une situation dans l'une des villes de la côte de Chine.

Tres bonnes références—Appointements: de 5 à 6,000 dollars par an. Ecrire aux initiales L. V. au Journal "L'Opinion" de Saigon.

Saigon, le 2 Mars, 1905. [317]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,

WATSON'S BUILDING.

Hongkong, 27th April, 1905. [55]

Intimations.

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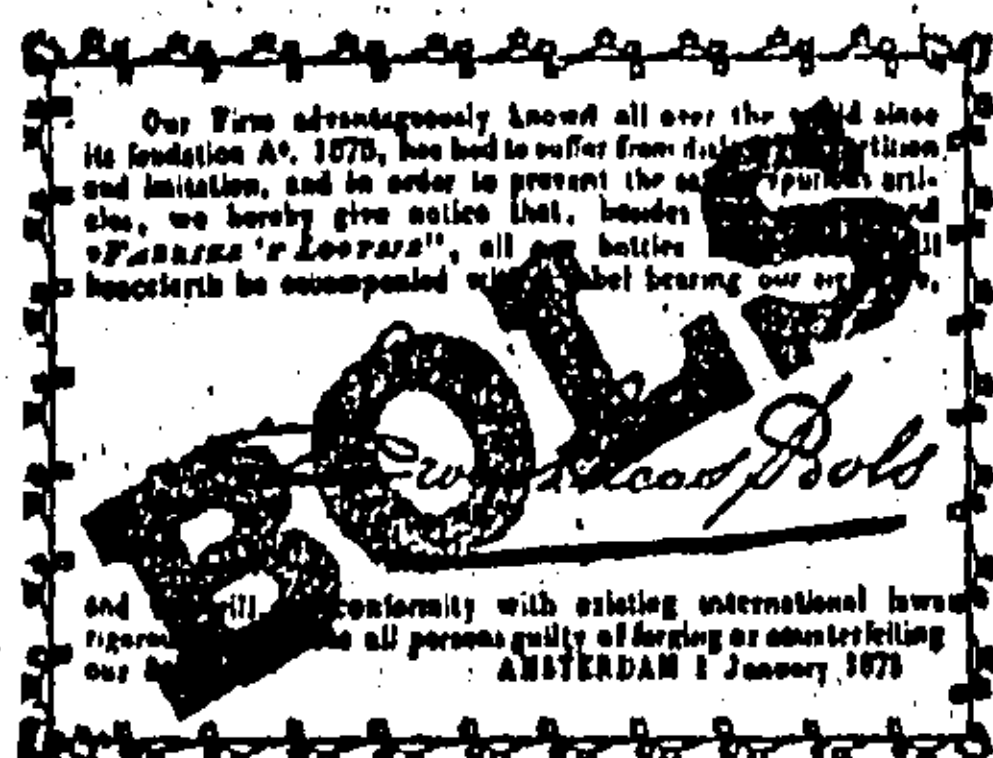
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Hongkong, 27th April, 1905. [55]

RUSSIA'S DEBT TO FRANCE.

COLOSSAL LOSSES OF THE FRENCH INVESTORS.

The decision of the French financiers to refuse Russia a further loan marks the beginning of the end of the great drama in the Far East.

The announcement, which the *Daily Mail* made yesterday follows directly upon the Tsar's avowal of his determination to continue the war at all cost, and to despatch a fresh army of 40,000 men to Manchuria. It is France's firm but polite reminder to the Monarch that such a course, even if it were possible, were simple madness; that Russia is beaten; and that her own true friends think it to her best interest that she should acknowledge the fact.

From the beginning of the war it has been understood that sooner or later France would have to call a halt to Russian expenditure, and that when France called that halt, Russia would have two alternatives—repudiation or peace at any price. Repudiation would mean the collapse of Russia as a Great Power and her fall to a position such as Spain held in the seventeenth century. Peace at any price, therefore, remains the only real alternative, unless the autocracy is seized with madness.

"FULL UP."

The French refusal to take up any more Russian loans is not dictated by any unfriendliness, but by the simple fact that the French public are as "Full up" with Russian paper as our own British public with South African, so that their digestive powers have been impaired. The most trustworthy figures for French investments in Russia are those published by the official "Bulletin de Statistique du Ministère des Finances" in France in October, 1903, which gave the following as the various items:—

French investments in Russia:
Commercial houses £1,966,000
Lands 680,000
Banking and insurance 720,000
Mining and industrial 31,680,000
State and municipal loans 243,600,000

Total.....£278,646,000.

The total Russian debt was at the end of 1904 about £750,000,000.

Thus is 1903 French investors had capital to the amount of a little under £300,000,000 sterling placed in various Russian securities. Subsequent investments up to the eve of the war may have accounted for another £50,000,000, though this is the very outside figure, and in May 1904, during the war, the Russian Government floated a loan in France for £32,000,000, bring the total Russian indebtedness to France at the present time up to about £382,000,000. This is an enormous sum, and Frenchmen may well feel anxious about further increasing their risk and throwing more good money after what may quite conceivably prove to be a bad debt.

THE OTHER FRIEND.

The growing uneasiness in France at the financial position of Russia was shown in the late autumn of last year, when, even before the fall of Port Arthur French financiers displayed no anxiety to float a fresh Russian loan, and the sum of £25,000,000 was accordingly raised by Russia in Germany on very onerous terms. Practically the German ring of financiers which undertook the business, under pressure from the Kaiser stipulated that every penny of the money lent was to be spent in Germany on new warships and munitions of war. It has even been suggested by level-headed business men that the loan was "little more than a 'put up job' between the Russian and German Governments; enabling the latter to have a large number of warships built rapidly and secretly, so that they could be acquired by Germany in case of any emergency arising or of its being inconvenient for Russia to take delivery.

Inspired paragraphs misrepresented the German loan as having been very eagerly covered by the public, but there is no reason to doubt whether these paragraphs had any real foundation. But after the loan had been arranged two events happened—Port Arthur fell and serious internal disturbances began in Russia.

The French were alarmed by the disturbance, even more than by the Russian defeats, since they knew the history of their own revolution, and it was only due to the extraordinary precautions taken by the French banks to prevent the sale of Russian bonds that there was not a panic on the Paris Bourse in January. The precautions are of a remarkable nature. No one may sell a "bear" of Russian stocks; the seller must give the number of the bonds before his order is executed. This prevents all speculative dealing, and it is the great function of speculation to render the rise or fall in price of a security gradual—to prevent sudden breaks in price or sudden rises. This it does by anticipating the future. If too many people sell bonds speculatively, what is known as a "bear squeeze" may happen, and the "bears" be forced to "cover"—i.e., procure the securities which they have sold at high prices. The result is that the existence of "bears" steadies the market.

BOLSTERED MARKETS.

Now in France not only are there no "bears" in Russian securities, but also the ordinary seller, who does own the stock, finds it hard to sell. He or she is warned by his or her bank through which the business is often done, that it is very unwise to sell; the best thing is to hold, as Russians will come right in time. The great head of the Credit Lyonnais, M. Germain, who died only a few weeks ago, was one of those responsible for these proceedings. When clients insisted on selling, it is believed that in no small number of instances the French banks took up and purchased their stock.

The situation, then, before the battle of Mukden was this: That most French investors were uneasy; that there was no speculative market to keep prices up, and that the banks were loaded with Russian paper, which had depreciated. These are the conditions which are favourable to panic, and if there had been no panic it has been due to the immense financial strength of the Bank of France.

The fall in the price of Russian securities notwithstanding all the elaborate precautions, has been such as to strain severely the edifice of French credit. On the eve of war, on January 20th, 1904, the price of Russian Four per cents. was 97-98, having fallen slowly to that figure from 103, at which it stood in 1903. It was yesterday 87-88, having declined to points in a year, or 15 points since war became imminent. Thus banks and investors who took the bonds at 97-100 have already sustained a very heavy loss, totalling some £40,000,000 or £50,000,000. But it is nothing to what they may suffer if this war continues.

The most serious matter from the Russian standpoint is the continued and concurrent rise in the price of Japanese securities, which means in the value of Japanese credit. For with Japan, whose bonds are mainly held in England, exactly the opposite has occurred. Japanese four per cents. were 75 on the eve of war, and fell to 67 in Feb., 1904. Since that date they have steadily risen till yesterday, when they stood at 86-87, having advanced 20 points while Russians have fallen 10; and all this without any artificial restrictions, on their merits alone. It was the one hope of Russia that she might be able to outlast Japan financially. But these figures show that the hope is not destined to be realised.

Meantime, we may well condole with the French people, who have been led by the ignorance of their Press on the subject of Russia and Japan to back the loser, while Britain, ably served by her newspapers, has backed the winner.—*Daily Staff.*

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 105/10
100. demand 105/10
100. 4 months sight 105/10
France—Bank T.T. 232/3
A. notes—Bank T.T. 190/1
Germany—Bank T.T. 190/1
India T.T. 190/1
Do. demand 190/1
Shanghai—Bank T.T. 211/1
Japan—Bank T.T. 211/1
Java—Bank T.T. 211/1

Buying.
6 months sight L/C 105/10
3 months sight L/C 105/10
3 months sight San Francisco & New York 45
4 months sight do. 46/1
30 days sight Sydney and Melbourne 107/1
3 months sight France 232/3
6 months sight do. 232/3
4 months sight Germany 190/1
30 days sight do. 190/1
Bank of England 2 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows: Per picul
Malwa New 1,150
Old 1,200/1,240
Older 1,300/1,320
Oldest 1,380
Per chest
Panna New 1,140
Panna New 1,110
Panna (Paper) 780/810

Intimations.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAD" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (£2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [63]

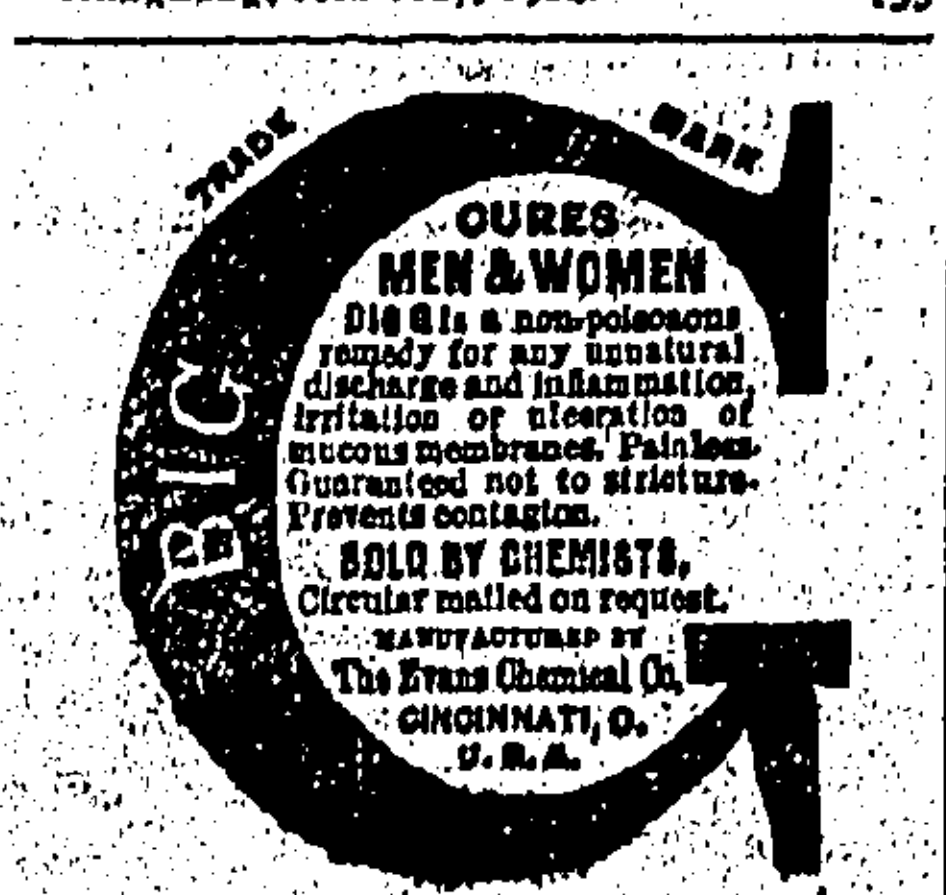
ESPECIAL OLD TOM GIN.
Marshall and Elvy's



DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Voeux Road.

Hongkong, 11th May, 1904. [53]



Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 6th May, 1905, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A LARGE ASSORTMENT OF
CHINESE CURIOS,
Comprising:—

PEKIN CLOISONNE VASES and WALL PLATES, BRONZE and BRASS VASES and INCENSE BURNERS, SILK-EMBROIDERED TEMPLE and PALACE HANGINGS, SANG-DE-BEUF VASES, SNUFF BOTTLES, BLACKWOOD SCREENS, &c., &c. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th May, 1905. [515]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,
李廣隆
CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th December, 1904. [60]

A FOOK & Co.,
12, Potting

Entertainments.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

**WINE AND SPIRIT
MERCHANTS.**

ALEXANDRA BUILDINGS.

**WATSON'S
CELEBRATED**

E

BLEND

A WHISKY

OF

**GREAT AGE
MATURE,**

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905. [32]

A MAN WHO HAS

A BUSINESS

AND DOES NOT

ADVERTISE IT, IS LIKE

A MAN WHO WINKS

AT

A PRETTY GIRL IN THE DARK

HE KNOWS WHAT

HE IS DOING,

BUT NOBODY ELSE DOES !!

As we do not wish to find our
selves in the same predicament, may
we ask you to read carefully our
advertisements?

You will know what we are
doing!

GREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

34, QUEEN'S ROAD,

First Floor,

(Opposite Post Office).

Hongkong, 18th December, 1904. [33-]

NOTICE.

All communications intended for publication in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

On the 30th April, at Shanghai, the wife of
LEONARD DUDENEY, of a son.

MARRIAGE.

On the 29th April, at Shanghai, JOHN DOUGLAS
to LILY DOUTHWAITE, eldest daughter
of David Cranston.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 5, 1905.

THE RISE OF HONGKONG'S INDUSTRIES.

Hongkong has been regarded ever since
its cession as pre-eminently a shipping port
and a naval base for the British squadron in
Chinese waters; but of late years it has
largely outgrown its original designation and
has become an industrial centre of no little
importance. Situated, as Hongkong is, in
the most advantageous position for distribut-
ing merchandise in the South China pro-
vinces—just as Shanghai is admirably placed
for dealing with the import requirements of
the Yangtze valley—it was natural that the
shipping interests should obtain first recogni-
tion, and climb into the chief position, so far
as the outside world was concerned. But with
the rapid growth of Hongkong's population,
and the advent of business men, whose com-
mercial experience had not been bound-
ed by shipping questions, the possibility of
starting industries which depended only in
very slight measure upon the shipping
facilities of the port, gradually came into
prominence. If Hongkong is a great dis-
tributing centre, it was argued, for goods
coming from Europe, America and Australia,
why should it not also become an industrial
hive itself, manufacturing those articles
which could be produced at a price below
that charged for goods from abroad? With
the object of testing that idea, and following
almost imperceptibly on the increasing re-
quirements of the Colony and adjoining dis-
tricts, a number of local enterprises sprang
into existence. No doubt, at first, they began
on a small scale so that the importance of
this new movement to combine shipping
and industrial interests in the Colony
was scarcely evident, and it is questionable
whether those who promoted the various
factories and industrial schemes now in
operation, recognised the value of the work
they were doing for Hongkong. One
factor, which should not be overlooked in
this connection, was the increasing demands
of the Chinese on the mainland for Euro-
pean, or rather Western, products. As the
two races came into closer communion, and
each began to understand one another
better, the more backward realised the
benefits to be derived from the coming of
the new merchants and the importation of
articles of modern design. The Chinese
were exceedingly quick to appreciate the
value of the connection, and even those in
the interior (it may be vaguely perceived
that a new era of progress had arrived, and
were not slow to take advantage of the
opportunities afforded them of learning
something of Western civilisation. It was
at this propitious and most opportune mo-
ment, that Hongkong's commercial men
launched their industrial schemes, and start-
ed to prove that the port was no mere ap-
panage of the shipping trade, but that it was
capable of realising great results from its
own manufactures. Capital was readily
forthcoming, and a number of enterprises
took shape, the Hongkong and Whampoa
Dock Company for example, and the
Sugar Refineries, the Cement Company,
and a host of others. The result is that
at the present day, Hongkong's indus-
trial prospects are on a par with her
shipping interests, and, carried on side by
side, they prove mutually beneficial. These
remarks were inspired, to a large extent, by
the announcement which we made, ex-
clusively, yesterday that a new company
with a capital of \$1,000,000—the Hongkong
Milling Company (under the management
of Mr. A. H. Rennie)—had been formed to
build a flour-mill capable of producing some
240,000 bags of flour a month, and able to
maintain its supremacy against the severest
competition of the American millers. This
is another example, showing the profit
Hongkong derives from her contiguity to
China, with her teeming millions. It also
indicates how great is the demand of the
Chinese for articles which they formerly
either produced themselves in sufficient

quantities to meet their requirements, or re-
garded as unnecessary luxuries. With the
passage of years, as the Chinese become
more acquainted with the new-fangled notions
of the West, as their education improves,
and contact with the foreigner becomes
more pronounced, the area at the service of
the Hongkong manufacturer is bound, in-
evitably, to increase. Witness the case of
Hongkong itself. In Hongkong the edu-
cated Chinese have assimilated foreign ideas;
if not ideal, to such an extent that except
for the wearing of their national dress,
they are scarcely distinguishable from
the average Westerner. The same thing
will occur in China as China is gradually
opened up to trade. It is true that the Mackay
Treaty—a question with which we shall deal
on a future occasion—has failed to accom-
plish the reforms anticipated, but it is merely a
matter of time until the people will wrench
themselves free and demand that connection
with the outer world which will undoubtedly
benefit them as well as the Empire. They
were shrewd thinkers, those commercial men
of Hongkong a generation back; and when
they inaugurated their schemes of industrial
progress they saw the trend of affairs, and the
potentialities of Hongkong as a manufactur-
ing centre. A glance at the Hongkong
directory to-day will show how the industries
of the Colony have expanded in all direc-
tions year by year. The sugar refineries
were probably the first among the industrial
enterprises, and the success which attended
them last year is too well-known to need
repetition. Then came shipbuilding and
ship-repairing, and branching out into new
spheres, we have the rope works—whose
products find their way into China and the
United States—the glass factory, which after
a preliminary season of reverses and
failure, due to Japanese competition, has
been restarted at Kowloon with every pro-
spect of success—the ice works, the paper
factory at Aberdeen, the soap manufactory,
and the great cotton industry. With re-
ference to cotton, although by no means
prosperous at the outset, when the \$300
shares were underwritten to a tenth of the
original value, the industry progressed so
rapidly that last year sufficient was earned
to warrant a dividend being paid to the
shareholders. With the recent good
crops in China and cotton being obtain-
able at cheap prices, while yarn is
fetching better values in Northern China,
the permanent establishment—and probably
great development—of the industry seems
certain. In a recent Bluebook, Mr. J. W.
Jamieson, British Commercial Attaché in
China, encourages the hope that cotton
prospects in China will give profitable
employment to the Far Eastern mills, with
a good and growing market for the finished
product within the Empire. According to
the statistics given in the Bluebook, the
quantity of cotton yarn credited to the mills
at Sokonpoo has practically doubled itself
in 1903—the latest figure available—as
compared with the date when the product
was first put on the market. In 1901, the
Hongkong Cotton Spinning and Weaving
Company produced yarn to the extent of
694,440 lbs.; this increased to 816,800 lbs.
in 1902; and in the following year it had
attained the satisfactory figure of 1,230,400
lbs. The book values represented at the
credit of Hongkong's industries may not
appear in the aggregate so great as they
actually are, for the simple reason that it has
been the invariable policy of the manage-
ments directing operations to underwrite
the properties to an extent far below their
actual worth. This undoubtedly is a sound
economic principle and one to be com-
mended; so that when considering the in-
trinsic worth of our industrial houses as a
whole it is no exaggeration to say that they
form a very respectable agglomeration of
wealth, invested within the Colony's bounda-
ries, and on productive works which maintain
thousands of hands. All this tends to raise
Hongkong above the position of a shipping
port, pure and simple, to that of a centre of
manufactures which, with the acquisition of
the New Territories, is bound to increase and
develop at every opportunity. The rapid
growth of these industries, combined with
the better acquaintance which European
and American capitalists are bound to acquire,
respecting the Colony's position, may lead
us to the belief that the time is not far dis-
tant when the surplus wealth of those coun-
tries may find a profitable outlet within our
boundaries, at a rate of remuneration far in
excess of that offered by similar industries in
the very same countries.

LOCAL AND GENERAL.

THE female population of the Pescadores have
all been removed to Formosa.

AN Indian watchman living at Hung Lane
West has contracted plague.

THE R.M.S. *Dufferin* is due to arrive here at
8 a.m. on the 8th inst., and will leave again on
the 10th inst.

WE have been unable to meet the large de-
mand for our issue last evening, and those
readers desirous of obtaining extra copies are
reminded that in the mail supplement of the
Hongkong Telegraph, available early to-
morrow morning, will be included the articles
printed in our issue of Thursday.

THE purchase price of the Yangtze Insurance
Company's property, at Shanghai, was \$11.
120,000 net \$120,000.

LIEUT. F. C. Chandler, Inspector of Army
Schools, will proceed to Singapore on or about
the 10th inst. to carry out the half-yearly in-
spection of the Army Schools in the Straits
Settlements command.

THE Chinese cook of the *Empress of Japan*
who was yesterday fined \$40 for unlawful pos-
session of opium, was this morning sentenced
to pay a fine of \$60, or six weeks' imprison-
ment for unlawful possession of a revolver
without a license from the Captain Superin-
tendent of Police. The accused said a pas-
senger asked him to bring it ashore, at eight
o'clock in the morning, but that did not account
for his possession at 10.30 p.m. The revolver
was confiscated.

BREVET-Colonel W. G. B. Western, C.B.,
Queen's Own, Royal West Kent Regiment,
will vacate the Command of the 2nd Battalion
at Hongkong in August next under the four
years' rule. Colonel Western has served nearly
26 years in the regiment, and has the Nile
Expedition (1884-5) medal with clasp and
Khedive's star, the North-West Frontier
Campaign (1897-8), in which he was wounded
mentioned in despatches, medal with clasp,
and the Boer War, (1900-2) mentioned in de-
spatches, C.B. medal with clasp, to his credit.

At the race lotteries drawn at the Shanghai
Club on the 29th ult., the following were the
results for the Champion Sweepstakes:—Toeg
and Harley, \$800; Bruce Robertson, 800; John
Peel, 245; Quebec, 215; Brestois, 180; Scandya-
pat, 170; Charley, 85; Cire, 80; Durgor, 80;
Oswald, 70; Common and Robson, 70; Colum-
bia, 65; Marius, 65; Wingard, 50; Henry
Morris, 35; Ring, 25; G. H. Potts, 25; Four
Stars, 25; Nephew, 13; Carl, 12; Toeg and
Speelee, 12; Buxey, 12; Cleugh, 10; Baverley,
10; Ellis Kadoorie, 10; Spero, 10.—Total
sweep, \$7,784.

LAST evening the remains of the late Mr. H.
B. White were laid to rest in a quiet spot in
the Protestant section of Happy Valley cem-
tery, of which deceased had been for so many
years overseer. The Burial Service was read
by the Rev. F. T. Johnson, M.A., Chaplain of
St. John's Cathedral, of which, till recently, the
deceased was vergor. A very large number of
exquisite wreaths and crosses sent in by sym-
pathising friends, surrounded the grave, and
as deceased was a mason, masonic honours
were accorded him, very many masons as well
as others being present at the funeral.

By kind permission of Col. W. G. B. Western,
C.B., and Officers, the Band of the 2nd Bat-
talion, "The Queen's Own" (Royal West Kent Regt.)
will play the following programme of music,
during dinner, at the Hongkong Hotel, to-
morrow, 6th inst.:

March....."Les Mousquetaires".....Percis
Overture....."Romantic".....Keller
Selection from....."Pagliacci".....Leoncavallo
Valse....."The Chloerles".....Phebus
Mazurka....."As You Like It".....German
(a) Via Allendall....."Amoureuse".....Wagner
(b) Valse....."The Girl from Keya".....Caryl
Selection....."Iris Airs".....G. Godfrey
God save the King.

THE members of the *Cricket* Club will be
"At Home" to their friends to-
morrow afternoon from 3.30 to 6 p.m. Fancy
sports will be held, after which the Le gic
Shield will be presented to the C. C. C. by the
President of the H. C. Cricket League and
by kind permission of Lt. Col. Aitken and
Officers, the Band of the 119th Infantry will
play the following programme of music during
the afternoon:

March....."Soldiers in the Park".....Monckton
Selection....."A Country Girl".....Monckton
Valse....."Sobre las Olas".....Rosas
Bam Dance....."Boston Belle".....Godfrey
Selection....."Three Little Maids".....Rubens
Two Step....."Mamie's Blues".....Thurman
EXTRAS.
Selection....."The Girl from Keya".....Caryl
Valse....."Toreau".....Translator
God save the King.

THE Postmaster General this morning pre-
sented Chan Yuk, a postman, before Mr. F.
A. Hazeland on a rather curious charge. It
appears that one of the clerks in the office
reported to him that he had caught Chan in
the act of removing an unmarked ten-cent
stamp from a letter in the office. The clerk
stated that he noticed the man meddling with
a letter and watched him unobserved, when he
saw him deliberately remove the stamp and
put the letter down. The clerk at once seized
the man who put his hand behind his back,
but on that being seized the stamp was found
sticking to his finger. Accused said he did
not steal the stamp; it came off itself and
stuck to his finger. His Worship asked the
Postmaster General if there were cases of this
kind going on, when the latter replied that
there were not many of this particular kind,
but he received many complaints of letters
going missing. Chan Yuk was sentenced to
four months' hard labour.

FORTY narrow gauge locomotives have arrived
at Seattle and were to be shipped by Japan by
the steamer *Minamoto*, which was to sail on
April 20. The locomotives are consigned to a
Yokohama firm, which ordered them for the
government. They are to be used on the
military lines built by the Japanese in Korea
and Manchuria. When the Japanese army of
invasion moved up the Liaotung peninsula to
Liaoyang and Mukden, the Chinese Eastern
Railway, built by the Russians with the large
gauge, was narrowed, a rail being shifted and
large numbers of locomotives were hurried
over from Japan. Lines were also built from
Fusan to Wiju, across Korea, and thence from
the Yalu to Liaoyang. Other branches were
built and many locomotives are needed. Other
consignments will follow the forty now being
shipped. The locomotives are "knocked
down" for facility in handling. The boilers
will be shipped ready to be put into place, but
the other parts all have been fitted. This is a
task that does not involve much labour and it
facilitates the handling of the engines.

PROFESSORS ON NEUTRALITY.

Professor Takahashi of the Tokyo Imperial
University, an authority on international law,
spoke recently at a meeting of the Oriental
Society in Tokyo on the question of belligerent
warships entering neutral ports.

The first question to be considered, he said,
is what a neutral Power should do to regard to
the shipment of coal and provisions, or the
repair of a war-ship of a belligerent, when the
latter enters a neutral port. The principles
followed by Great Britain and France in this
question are widely different. The British
practice is very strict, limiting the quantity of
coal to be shipped by a belligerent war-ship at
a British port to an amount sufficient to enable
it to reach the nearest port of its own country,
and when once supplied the same vessel is not
allowed to enter the same British port within
three months. This is an example of strict
neutrality. In the case of a country like Great
Britain, which has colonies in all parts of the
world, the coal required to carry a British ship
to the next port of its own flag would be small,
but in the case of the Baltic squadron at
present the nearest Russian port is Vladivostok,
Odessa, or St. Petersburg, and the coal re-
quired to carry a Russian war-ship to its next
port would be very large in amount. Great
Britain observes the twenty-four hour limit,
and only one visit is allowed in three months.
The French rules do not specify a sufficiency
of coal to enable the vessel to reach its nearest
port, only mentioning the next port, whether
that be another neutral port or one of its own.
In this respect, the French principle is very
strict and the quantity of coal or provisions
supplied and the extent of repairs must be
strictly limited, but as there is no limit of three
months before re-visiting the port, as in the
English rule, the French principle works out
more liberally to a belligerent. The Nether-
lands supplies coal to a belligerent sufficient
for 24 hours, and is very careful not to increase
the fighting capacity of a warship.

There are three classes of 24-hour rules.
The first is where a belligerent of either side
is not allowed to leave within 24 hours after
the departure of a vessel of the opponent; the
second is where a belligerent is not allowed to
remain longer than 24 hours in a neutral port
excepting in case of distress; and the third
where 24 hours must pass before a vessel
can be seized and dismantled. Of these, the
second applies to the voyage of the Baltic
squadron. France cannot be blamed for not
applying this rule to the Baltic squadron at
Kamrahn, as according to the French regula-
tions it only comes into force when a prize
accompanies the belligerent. But the Japanese
blame France for allowing her ports to be at the
disposal of the Russian squadron as a virtual
base of operations. The supply of coal, pro-
visions, or the repair of a belligerent ship at
a neutral port, according to existing usages, must
be allowed within a certain limit. When the
Baltic squadron, however, makes Kamrahn its
base of operations the action should not be
overlooked.

After proceeding to quote various precedents
in illustration of the meaning of the phrase
"base of operations," Professor Takahashi said
it was to be defined as a constant use of the
port by a belligerent vessel or vessels, and he
thought there was no question that such a use
had been made of the port of Kamrahn. Re-
paration might be demanded for violation of
neutrality, but the most appropriate course in
the present case would be, he thought, for the
Japanese to ignore the neutrality of Kamrahn
and take what action might be necessary
against the Russian fleet.

The *Nippon* publishes the opinion of Pro-
fessor Tomizu on the Kamrahn question, from
which we note as follows:—

"The French rule of neutrality puts no limit
of 24 hours for a belligerent ship remaining in
port, so that the stay at Kamrahn of the Baltic
squadron is no breach of the French regula-
tions, and Japan has no reason for making a
protest against it. But under the French
regulations if such vessel makes preparation
for action or effects repairs it becomes another
question. Such are French regulations, but the
Suez Canal Treaty, signed towards the end of
the eighteenth century, distinctly endorsed the
24-hour rule adopted by England and the
United States, and its provisions were framed
accordingly. France is one of the signatories
of this Treaty and such being the case, France
is bound to observe the 24-hour principle in
connection with the Baltic squadron according
to the principle she has already endorsed.
While the foregoing is recognised as a principle,
yet in practice the law of nations places
no restriction on the stay of a belligerent
in a neutral port. The rules adopted by
each country in this connection are different,
but no law allows a belligerent to make pre-
parations for action in a neutral port, and the
question of the violation of neutrality is decided
on this point. If the Baltic squadron had re-
mained quietly at Kamrahn without shipping
coal or making preparations for action, it would
be too early to question the neutral obliga-
tions of France. Perhaps Russia deceived
France and declared that the Baltic squadron
merely remained passively at Kamrahn. But
the Baltic squadron was at Kamrahn almost
ten days, and according to information from all
sources, it is impossible to believe that the
squadron made no preparations for action.
Personally, I think France has not the courage
to refute the allegation that the Baltic squadron
made Kamrahn its base of operations. In
answer to the question as to what course
should be taken to deal with the Baltic squad-
ron, I am inclined to say that there is only one
course—determination to forestall the enemy.
The Japanese aim at victory, and exertion
should be made to obtain victory at all costs."
—*Japan Chronicle*.

Mrs. Richardson, the English lady who has
been acting as a Volunteer nurse at a military
hospital at Hiroshima, is about to leave Ujina-
by the *Idzumi Maru* to visit Tairen, Port Arthur,
and the vicinity. She expects to be away for
about three weeks. Mrs. Richardson was re-
cently decorated by His Majesty the Japanese
Emperor with the insignia of the 6th Class of
the Order of the Crown.

NAVAL NOTES.

The battleships *Gloire*, *Ocean* and *Centurion*
and the despatch vessel *Albatross* came in
from Mirs Bay this morning.

In all probability the transport which has
been seen in the vicinity of Hongkong and
which passed the Colony in company with a
warship last Sunday was the Italian ship *Perseo*
which, according to the *Chiooa Daily News*,
left the northern port on the 25th ult. She has
on board 36 officers and 602 men of the Italian
garrison at various places in North China,
whose term of foreign service has expired.
They are on their way to Italy. The *Perseo*
left Naples for China, on March 15th and
brought out 250 blue-jackets for station in the
Far East. The detachments going home went
aboard the transport at Yaku. The *Perseo*
was alongside the Italian cruiser *Marco Polo*
in Chiooa harbour.

A fleet of veteran warships was put up to
auction at Chatham Dockyard on 4th ult., and
realised £138,000. The sale began very
quietly, and after a few headshakes and mur-
murs the first-class armoured cruiser
Warrior, 8,446 tons displacement, engines
3,000 h.p., had become the property of a quiet
little gentleman, for £18,150. It was done in
a moment, in the twinkling of an eye. The
other ships passed for lesser amounts of their
original cost. The first-class cruiser *Stimoon*
brought £14,550, and another of the same type,
the *Australia*—an old *Cowes* *Indiaman*—
£10,900. The saucy second-class cruiser
Arctura (3,748 tons) went for such an old
song as £7,000, and the *Mervyn* and the *Green*
each for a note or two higher. A third-class
cruiser could be had for about £4,150, and a
first-class torpedo gunboat—a superceded class
—for a little under £1,000.

THE MACKAY TREATY.

The following letter appears in the *North-
China Daily News*, over the signature of Mr.
Edward S. Little:—

Sir,—I am glad to announce that the pro-
posal to forward a telegram to the Foreign
Office, London, has met with a very general
and favourable response. Some sixty of the
leading firms and residents have signed the
same. The list will be kept open during Mon-
day, so that those who were prevented from
signing on Saturday may add their names.
Will others who wish to sign please come to
this office, 12, Klunking Road, or send me a
card, and I will forward the form to them for
signature. The message will be dispatched
on Monday evening.

I am impressed with the absolute unanimity
of opinion on two points:—

1.—That the Treaty is at present absolutely
non-effective.

2.—That the British Government appears to
be utterly apathetic in reference to the Treaty
and seems to be without regard for the inter-
ests of British trade and development in
China.

I am convinced if all Britishers will exert
themselves and get their friends at home to
stir up an agitation, we shall be able to compel
the British Government to make its power felt
in China.

NEGLIGENT NAVIGATION.

CERTIFICATE SUSPENDED.

Before the Assistant Harbour Master (Mr.
Basil Taylor), this morning, an inquiry was
held into the charge of misconduct preferred
by Captain Charles Edward Page, of the British
s.s. *Chan Wai*, against the master of the steam
launch *Ka*, Chai Ping, certificate No.
1279. Capt. Page said:—On 20th April, at 11 a.m.,
a clear morning, I was on my way from Woo-
chow to Hongkong, to the Government cattle
wharf, Kennedy Town. After going slow
for some time I stopped my engines about
300 yards west of the wharf. I rounded the
Hygeia with engines stopped. I saw the
launch *Ka*, lying alongside the wharf, on the
sea side, about 50 feet from the west end of
wharf, blocking my approach. I blew my
whistle three separate times to attract her
attention, and, when within hailing distance,
hailed her. He then shoved off when I was
about 100 yards off her. She was lying bow
to the westward. As she shoved off I lowered
my boat and landed my bow line to make fast.
By the time my bows were up to the end of
the wharf, the *Ka* went ahead and her awning
stanchions caught my port anchor which was
hanging a cockbill. Instead of at once stop-
ping, he went on at full speed, ripping his own
stanchions out of his launch, and taking my
anchor with him till the cable tightened out and
then the stanchions gave, and the anchor swung
back against my bows. As it turned out,
however, no damage was done. Chan Ping,
master of the launch *Ka*, said: I was lying
alongside the wharf, waiting for Mr. Groves,
pilot, I knew it was wrong. I tried to get out
of the way when I saw the *Chan Wai* ap-
proach; when I looked on to the anchor I
went astern. Mr. Basil Taylor said Chan
Ping certainly appeared to have been guilty
of negligence, for (1) he did not shove off from
the wharf soon enough, and (2) did not use
proper care in manoeuvring his launch.—His
certificate was suspended for a month.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Athenian*) 8th inst.
Indian (*Kumsang*) 9th inst.
German (*Bayern*) 10th inst.
American (*Derby*) 11th inst.

The British s.s. *Den of Kelly*, from London
and ports, left Singapore to-day, and is due
here on 10th inst.
The O. S. S. Co. & C. M. S. N. Co.'s s.s.
Jaon left Shanghai yesterday morning, and
may be expected here on 7th inst.
The C. P. R. Co.'s s.s. *Tartar* arrived at
Kobe at 6 a.m. on 4th inst., and left again
at 1.30 p.m. same day, for Yokohama where
she is due to arrive at 6 p.m. on 6th inst.

TELEGRAMS.

[Ruler's.]

The Aliens Bill.

LONDON, 3rd May.

The Aliens Bill has been read in the House of Commons a second time, by Mr. Balfour, speaking on the measure said: "We were amply justified in determining the conditions under which we would, or would not, admit citizens of other nations."

China Warned Concerning Neutrality.

The *Evening Post*, Washington, says that Great Britain has addressed a note of warning to China, in identical terms to that of the United States, impressing on China the necessity for strict neutrality.

Result of the Two Thousand Guinea.

Later.

- 1—Mr. De Wend-Fenton's Vedas.
- 2—Chev. Giniard's Signorino.
- 3—Mr. L. Neumann's Lianghi.

France and the United States.

Mr. McCormick, the new American Ambassador to France, in presenting his credentials to President Loubet, said that he rejoiced in the development of ideas which had lately led to a rapprochement between France and the mother-country of Americans. An allusion of this character, by an Ambassador, on such an occasion, being most unusual, is regarded as a most weighty expression of American feeling.

[N. C. D. News.]

The Threatened Rising in Russia.

Osaka, 29th April.

A Vienna telegram received to-day states that the Russian revolutionaries have distributed manifestoes at Warsaw, Lodz, Moscow, St. Petersburg, and in the Caucasus. There are indications of a serious rebellion, throughout the whole of Russia, and on a larger scale than ever before.

The Russian Ambassador at Vienna concludes that some bankers at Vienna, London, and Berlin have advanced large sums of money to the revolutionaries and is endeavouring to discover evidence of the fact.

The Russian Government is now mobilising the Cossacks in certain districts. They are to be distributed at the principal centres throughout European Russia to suppress the peasant mobs. It is feared that a massacre may be heard of at any moment.

The Alarm of the Jews.

Osaka, 30th April.

The Jews at Odessa are now armed to defend themselves if the emergency arises.

The Successor to Grand-Duke Sergyus.

Osaka, 29th April.

It is reported from London that General Kozlov has been appointed Governor of Moscow.

The Anglo-Japanese Alliance.

Osaka, 29th April.

In a speech at the dinner of the St. George's Society in New York, Baron Kaneko, the Japanese Special Commissioner to the United States, said he was proud to think that Japan would be eternally registered as the introducer of Anglo-Saxon civilisation to the East. The whole of the Powers of Europe might have been involved by the complications in regard to the war, had it not been for the Anglo-Japanese Alliance, which has prevented schemes maliciously aimed at the disintegration of China, and secured for all the Powers equal rights in China, thus tending to preserve peace. Baron Kaneko added that Japan had never looked upon the American occupation of the Philippines with suspicion.

BILLIARDS.

The semi-final of the billiard tournament between the Hongkong Police and the Lusitano Club resulted as follows: Hongkong Police: Edwards, 191; Pitt, 250; Withers, 250; Lampley, 250; Enner, 250; Brown, 228; Cooper, 214. Lusitano Club: Carvalho, 250; Remedios, 85; P. Roza, 200; Rosa Pereira, 21; Lux, 180; Iqueiro, 250; Silva, 250. Afterwards the final contest was commenced the Police playing Finland, Morris, White, Bond, More, Holman, and Glassbrook, of the Royal Engineers.

In an obituary of the late G. J. Morrison, "W. R. C." writes in the journal of the Royal Geographical Society of his journey in 1878, through the province of Hunan, which was at that time intensely hostile to foreigners. His experience there was most trying, but, in spite of being hooted from place to place, he travelled almost the whole distance on foot, in order to be able to conduct a rough survey. But his connection with the Shanghai-Woosung railway was fatal to his employment in any similar enterprise favoured by the Government, though his advice in other matters, such as the closing of the breach in the Yellow River in 1888, was sought by Li Hung-chang. On this matter it is a record which he stated that the native methods had best be persevered in, and his opinion was justified by their success. After leaving Shanghai in 1901, he was associated with Sir J. Wolfe Barry as consulting engineer of the Shanghai-Nanking railway, which is now in course of construction, and thus before he died had at least the satisfaction of participating in the development of the enterprise which he so long had at heart.

THE PILOT CASE.

Before Mr. F. A. Hazeland at the Magistracy this afternoon, with Mr. Basil Taylor, Assistant Harbour Master, sitting as assessor, the hearing of the case against Captain Lawlor, licensed pilot, for unlawful infringement of the Harbour Master's regulations in the waters of this Colony, on the 19th of March last, was continued, Mr. H. W. Looker, of Messrs. Deacon Looker and Deacon, again appearing for the prosecution, and Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, for the defence.

Captain Unsworth, cross-examined by Mr. Wilkinson, said he had frequently been in Hongkong when in command of steamers of the Scottish Oriental Line, in which he served for twelve years. He always assisted in bringing his steamers up to the wharves, but never berthed them. He was not then so well acquainted with the tides as he is now. The current is not always in the same direction; sometimes the current will be from south to north, during flood tide, under the wharves; but very little. Captains cannot know in which direction the current is running until they get up near the wharves. If the steamer anchored within 100 feet of the wharf there would be no danger if the tide was running from south to north. If the captain thought the tide was running in from north to south, and dropped his anchor within 100 feet of the wharf there would be no danger, if the stern was facing south, provided he could use his engines. The witness said Captain Brown always takes steps to ascertain the tide before the steamers come up to the wharf. They had on an average about a quarter of an hour to ascertain what current there was. That was one of their duties. There is no other method in vogue for testing the tide than by throwing chips on the water. Sometimes there is an un-certain current when there is no current on the surface, but he had never taken measures to ascertain the rate of the under-current. They have lowered weights on string below the surface to test the current, but it has been so slow that it has never had any effect on the weight. Witness could not tell when under-currents set in or stopped, and could not say if they were frequent or infrequent. As a rule if there is no current on the surface they assume there is no under-current. When there is a current they always hoist a flag. If a ship, coming up to the wharf, saw no flag, she would be entitled to assume there was no current. When the tide is absolutely slack it is perfectly safe for a vessel to come in from any direction. But they do not like them to do so, and have requested the pilots to come straight in at dead slack water. The sides of the wharves are somewhat tender of course, but a steamer can come to the wharf touching the sides, before being made fast. There is no objection to their doing so. If they had lashed the stern rope and had not been as long as ten minutes in beginning to haul he believed there would have been no accident. From the time that the launch left with the stern line for the wharf up to the time that the line was made fast he could not say whether the ship had drifted more to the wharf. The ship let go the bow-rope, and that caused her to cant in, after the stern rope was made fast. They slackened the bow-rope about five minutes before the ship struck, but his attention was concentrated on the general bringing-in of the vessel at the time. He could not see just when the ship struck, but just before the time he thought she struck, they hauled it taut again. The could easily have run out the rope and gone astern. He never spoke to those on board; he stood to wait their instructions, as to whether they were going ahead or going to heel in to the wharf. Since there have been licensed pilots that is what they had always to do, even in the case of Chinese pilots; they tender advice to the pilots, but never give orders. In this case he offered them a launch and a tow-rope. He remembered a certain pilot, but had never made any complaint about him to the Harbour Master. He never heard that the Godown Company had made any complaint.

Mr. Basil Taylor stated that no complaints had been made at the Harbour Office regarding any of the pilots.

Witness, continuing, said he did not remember that he ever made any complaint to the Secretary or Manager of the Godown Company, against the pilots for refusing to obey his instructions. He never heard that any claims had been made against them.

Re-examined by Mr. Looker.—At absolutely slack water, a ship coming in diagonally, it would be possible for her to collide with the wharf while working her engines, but it would be faulty manœuvring with the engines. At slack surface water the majority of ships come straight up, and then straight in close to the wharf. Witness had known ships come in diagonally, and back at right angles without colliding with the wharves. Witness first knew the *Starva* was in by a messenger coming to his house.

When he got to the wharf all the staff were there, ready with the two launches to be used. The ships nose was then off No. 2 wharf. With the ship at that distance nothing could have been done to assist her in getting in. He did not remember a ship being berthed at one wharf colliding with another wharf lower down.

By Mr. Taylor: There has lately been a change in the tidal streams at the wharves. This is due to the naval extension works. They have not been under observation long enough for witness or his men to predict the set at any given state of the tide. He did not think it was misleading to inform a steamer there was no tide when in fact there was an under-current. They acted under a circular, issued to them in 1901, instructing them to give no information about the currents, and the flag was only to indicate that there was a surface tide, but not its set.

After further questions had been put the case was adjourned until Thursday next.

THE BALTIC FLEET.

A HOIHOW RUMOUR.

No definite information concerning the movements of the Baltic Fleet had been received in the Colony from incoming steamers at the time of going to press, and in fact the only vessel making any report of the Russian ships was the French s.s. *Hongkong*, which came into port from Haiphong and Hoihow shortly before noon. According to those on board of her a rumour is being persistently circulated in Hoihow to the effect that the Baltic Fleet had been ordered out of Van Fong Bay by the French authorities and that the ships are now lying at anchor in Galang Bay and Vulcan Bay on the south coast of the Island of Hainan. If this is the case Admiral Rozhdestvensky has certainly chosen very good harbours and especially so in the case of Vulcan which is said to be an exceptionally fine one. It was used by the East India Company during the last and early part of last century as a place for laying up and repairing ships. It seems also, for a longer or shorter time, to have been occupied by the French during the allied war with China. If the ships of the Baltic Fleet are really lying at anchor in these bays China will no doubt have to enforce her neutrality and especially now that Great Britain and the United States have given her a reminder on the matter.

According to a Tokio message to the *Matriti*, it was believed in well-informed quarters that Admiral Rozhdestvensky has selected the following ports as convenient places of anchorage since they afford safe accommodation and provide fine facilities for the despatch of news as to his movements:—

- 1.—Danfon Bay, about sixty miles north of Kamranh.
- 2.—Binkoi Bay, in the vicinity of the above.
- 3.—Narvan Bay, about thirty miles north of Kamranh.
- 4.—Binkun Bay, a little north of the above.

Naval experts are reported by vernacular papers to estimate that, if the Russian Fleet steams at the rate of ten knots, it may be expected to be able to reach Vladivostok in 230 hours, the Tugaur Strait in 270 hours, and the Pescadores in two or three days.

A PROCLAMATION BY GENERAL LINNITCH.

It is reported that General Linnitch, the new Commander-in-Chief of the Russian forces in Manchuria, has issued the following General Order to his troops:—

"The Tsar having issued a Rescript appointing me Commander-in-Chief of the Russian Army, I have now assumed my office. You, officers and men, have fought bravely in many battles and have succeeded in embarrassing the enemy. I hope you will fight in the future with increased determination and loyalty discharge your sacred duties towards the Tsar and your country."

"While the enemy is puzzled at the patience and forbearance of the Russian Army, our reinforcements are continually arriving. Remember that the Heavenly Father, whose blessing goes with our Army, will be with us in the coming great battle."

THE LATE DR. EDKINS.

Writing from Hangchow on the 28th ult., to the *North China Daily News*, the Rev. G. E. Moule thus speaks of the late Dr. Edkins:—

"Sir—It is a matter of regret to me that I could not assist at the funeral of my late venerable friend, Dr. Edkins. The appreciations of his remarkable character by yourself, and by Mr. Darwent certainly do not put it too high."

"Without deprecating my own brotherhood of the Anglican Church, or the admirable men and women sent to China by other Missions, American, English, Continental, and Colonial, it has always occurred to me that the dozen of Missionary societies in China, and which, with the sole exceptions of the S. P. G. and S. P. C. K. of Church of England, is the oldest of modern Missionary Societies, British or American, has been exceptionally well served. What a succession of intellectual giants it is that leads off the list—Morrison, Milne, Medhurst, Wylie, Muirhead, Edkins. I need not break the list there for, not to mention any who still survive and worthily carry on the tradition, I might have added the Stronachs of Amor, and Dr. Legge and Dr. Chalmers of Hongkong. They were in their way great men every one of them; two or three exceptionally great both as philologists and thinkers. Two of them, whom I had the privilege of knowing personally, as I had not in the case of the three first of the list—Morrison, Milne, and Medhurst—excelled in another, and a distinctively Christian way. St. Paul writes: 'Knowledge puffeth up, but charity edifieth.' The knowledge of Mr. Wylie and Dr. Edkins comprehended the 'omne scibile' for men of their profession—language, philology, history, antiquities, statistics; they had the courage of their opinions whether in the matter of a primeval Emperor's date, or the pedigree of a Chinese syllable through all the lingual families back to Babel. But withal charity was essentially for them 'the predominant partner,' that the association of intellect with either of their beloved names, is as impossible as the association of ignorance. It was on a February evening in 1859 that I first met them in Shanghai at their colleague Dr. Hobson's home, and sought counsel from them—a novice at the time of men—already initiated. During the 47 years since then our intercourse has been only occasional; and Wylie went to his rest in the seventies, before my more frequent visits to Shanghai commenced. But they, both of them, won and kept each to the last, my respectful affection by that rare and beloved union of 'Knowledge and Charity,' which St. Paul himself exemplified without perhaps acknowledging it. Shanghai, and a wider world than Shanghai, are the poorer for the death of my honoured and dear friend Joseph Edkins."

P.S.—The English Baptist Missionary Society antedated the M.S. by three years, having been constituted in 1785.

SHIPPING JETSAM.

The ex-Russian steamer *Progrès*, which was recently sold by public auction in Japan, has been re-named *Uralia Maru*.

The number of foreign vessels seized by the Japanese Navy from the outbreak of the war up to April 17th reaches 31. Nineteen of these have been confiscated, six released, and the remainder are now under examination.

COLLISION.

Capt. Robertson, of the steamer *Kintuck*, who arrived from Singapore last evening reports that when off this port the ship collided with a junk and damaged a boat on the star-board quarter. The junk did not appear to have been damaged.

An outbreak of fire was reported on board the steamer *Splendid*, chartered by the P. & O. Company, shortly after four o'clock yesterday morning, reports the *Japan Chronicle*, when the vessel was at anchor in Kobe harbour. Efforts to extinguish the flames being unavailing, the authorities on shore on being notified moved the steamer outside the harbour limits, where the cargo that was burning smouldered throughout yesterday and defied efforts to extinguish it. It was hoped that the outbreak would be completely extinguished some time last night. No explanation has been obtained of the origin of the fire.

The *Splendid* (4,666 tons) was recently chartered by the P. & O. Company, and is from Bombay, via ports. She brought 30,181 bales of cotton from India. Very little could be learned yesterday of the damage done by the fire, but the contents of one hold will probably be either destroyed or damaged by sea water.

BLOWN OUT OF A TUNNEL.

HUMAN ROCKETS.

A message to the *Express*, dated from New York 27th March says:—

A ship's captain navigating his craft on the East River thought the end of the world had come this morning when he saw a figure shoot like a rocket out of the water. It rose as it were on the apex of a waterspout, and was followed by others.

The figures rose about 20 ft. in the air, fell, and then began to strike out for the shore, shouting wildly for help.

Behind the apparent phenomenon lies the story of one of the most remarkable escapes from death ever told.

The men were engaged in the tunnel which is being constructed under the East River between New York and Brooklyn. They were working behind a pneumatic forcing shield, in a chamber, the sides, bottom, and top of which are held in place by compressed air.

One of the men told me the story of the occurrence. "I noticed a draught upward," he said. "So I went right up a ladder to fasten the bars against the aperture. But the compressed air just began to rush like greased lightning through the hole. I was pinned to the top of the tunnel before I knew."

"In an instant I was shot upward. I found my head forcing its way through seven feet of mud and rock. I clawed the earth in front of me to keep the rocks from scratching my face, and I packed my hat tight down."

"I remember it all quite well. Though I must have been going about 500 miles an hour, it seemed quite slow, and I was perfectly conscious. I was relieved when I struck water. I guess there was about twenty-five feet of it, and it took me about the sixtieth of a second to get through. Then I felt the rush of air, round my head, and as I was going up I opened my eyes and thought I caught a glimpse of Flaubert. I came down with an awful jerk, and began to kick out and shout 'Murder!'"

"It was the funniest experience I ever had, and the funniest part of it all was that when I came down my hat was still on my head."

The explosion is ascribed to an unaccountable increase in the air pressure. The men were shot between fifty and sixty feet up through stones, water, and air.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks 57 1/2
North-Chinas 7 1/2 ex div.
Hongkong Fire 5 1/2
China Fire 8 1/2
China Sugar 22 1/2
Indo-Chinas 12 1/2
Fenicks 31 1/2
Green Island Cements 26 1/2
Do. (new) 17 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 5th at 11.50 a.m. The barometer has fallen rapidly over N. China owing to the depression which appears to be moving Eastwards in the Gulf of Pechili.
Gradients have declined over S. China, and moderate S.E. winds will probably prevail in the Formosa Channel and the N. part of the China Sea.
Forecast:—moderate E. to S.E. winds; cloudy, misty.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the CAPTAIN SUPERINTENDING POLICE, to sell by

PUBLIC AUCTION, TO-MORROW, (SATURDAY), the 6th May, 1905, at 11 A.M., opposite Day View Police Station,

A QUANTITY OF JAPANESE COALS.

TERMS:—As usual.
HUGHES & HOUGH, Government Auctioneers, Hongkong, 5th May, 1905. [545]

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—
SATURDAY, MAY 6TH, 1905.

DINNER.

HORS D'OEUVRES.
Caviare on Toast.

SOUP.
Consommé Croûte au Pot.

FISH.
Boiled Fish, Sauce Fines Herbes.

ENTREES.
Grilled Trout on Toast.
Sweet Bread Cutlets and Green Peas.
Cabbage Farci.

CURRY.
Brazilian.

JOINTS, &c.
Roast Sirloin of Beef and Hensradish.
Roast Capon and Veal.

Boiled Leg of Mutton and Caper Sauce.
Cold Spiced Beef and Artichoke Salad.

SWEETS.
Baked Custard-Pudding.
Raspberry Ice Cream and Finger Cakes.
Topsy Cake and Cream Tart.

DESSERT.
Coffee. Fruit. [541]

NOTICE.

WE have authorized Mr. FREDERICK SALINGER to Sign our Firm from this date.

REISS & Co.
Hongkong, 5th May, 1905. [544]

IN THE MATTER OF ORDINANCE No. 2 OF 1892.

AND
IN THE MATTER OF TWO APPLICATIONS OF MARCONI'S WIRELESS TELEGRAPH COMPANY, LIMITED, OF 18, FINCH LANE, IN THE CITY OF LONDON, ENGLAND, FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG OF INVENTIONS FOR:—

- (1) IMPROVEMENTS IN TRANSMITTING INSTRUMENTS FOR WIRELESS TELEGRAPHY.
- (2) IMPROVEMENTS IN TELEGRAPHIC SIGNALLING KEYS.

NOTICE is hereby given that the PETITIONS, DECLARATION and SPECIFICATIONS required by the Ordinance No. 2 of 1892, have been duly filed at the Office of the Colonial Secretary, Hongkong, and that it is the intention of the said MARCONI'S WIRELESS TELEGRAPH COMPANY, LIMITED, by DENNIS and BOWLEY, their Solicitors, to apply for both the above-mentioned Letters Patent for the exclusive use of the above-mentioned Inventions within the Colony of Hongkong at a sitting of the Executive Council to be held at the Government Offices, Victoria, Hongkong, on TUESDAY, the 16th May, 1905.

Dated this 4th day of May, 1905.

DENNIS & BOWLEY, Solicitors for the Applicants. [543]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, of

VALUABLE LEASEHOLD PROPERTY, situate at Caine Road, Victoria, Hongkong,

ON FRIDAY, the 12th May, 1905, at 3 P.M., BY

Mr. GEO. P. LAMBERT, Auctioneer, at his Sales Rooms, Duddell Street.

THE Premises are Registered in the Land Office as Section A of Inland Lot No. 423 and Section A of Inland Lot No. 523 with the Messuage and Buildings thereon, known as "DINDER," No. 51, Caine Road, and contain in the whole 29,138 square feet, and are held from the Crown for the residues of the respective terms of 999 years. Annual Crown Rent \$7,667.

For further particulars and conditions of sale, apply to—

EWENS & HARTON, Solicitors for the Mortgagee, or to

GEO. P. LAMBERT, Auctioneer. Hongkong, 5th May, 1905. [538]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY AND SATURDAY, the 12th and 13th May, 1905, commencing each day at 2 P.M. sharp,

at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A VERY FINE COLLECTION OF JAPANESE CURIOS & WORKS OF ART.

Comprising:—

SILK-EMBROIDERED PALACE and TEMPLE HANGINGS, RED COVERED CUSHIONS, Very Fine SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE and BRASS VASES, SILK-EMBROIDERED SCREENS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c., &c.

Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 5th May, 1905. [539]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, SATURDAY, the 6th instant, will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents, Hongkong, 5th May, 1905. [540]

Intimations.

ROBINSON PIANO COMPANY, LD.

With 17 years' experience of the Hongkong climate

MANUFACTURE

IRON FRAMED

PIANOS

\$375, \$420, \$495

BEST MAKE OF

IMPORTED PIANOS

AT HOME PRICES.

APOLLO PIANOLAS

\$325, \$405, \$585.

PIANOS FOR HIRE

OR BY

Credit Payments.

TALKING MACHINES AND RECORDS.

PIANO TUNERS.

Only Experienced Men Employed.

PIANO REPAIRS.

Estimates Free.

OF EVERY MUSIC DESCRIPTION.

PARCELS ON APPROVAL.

Banjos, Mandolines, Guitars Strings.

Hongkong, 29th April, 1905. [542]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MINARA, Manager. Hongkong, 27th March, 1905. [68]



THE POPULAR SCOTCH IS "BLACK & WHITE"



J

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & LPOOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	30th May.
* GENOA, MARSEILLES & LPOOL	"DEUCALION"	31st June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

S.S. "Jason" left Shanghai yesterday morning, and may be expected to arrive here about
Sunday morning, the 7th inst.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th May, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YCHOOW"	9th May.
MANILA	"TAMING"	10th "
CEBU and ILOILO	"SUNGKIANG"	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TSINAN"	13th "
TSINGTAO, CHEFOO and TIENTSIN	"CHIHLI"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th May, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.
RUHL	2540	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th May, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	About
"ATHOLL"			15th May, 1905.
"NORDPOL"			15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	May 16th, 1905.
"ARAGONIA"	5,198	Schuldt	May 30th, "
"NICOMEDIA"	4,379	Wagner	June 26th, "
"NUMANTIA"	4,379	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

12)

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN
"KWONG TUNG" 1,238	H. W. WALKER

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 6.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey, \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 9th May, 3 P.M.
SHANGHAI	"HANGSANG"	WEDNESDAY, 10th May, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 12th May, 4 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 13th May, Noon.
S'GAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 16th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 4th May, 1905.

TRIPS TO CANTON AND MACAO.

THE Yok On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she makes an EXCURSION
TRIP to MACAO, leaving Hongkong at
8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.FARES:
First Class single journey to Canton \$3.00
Second " " " " 1.50First " " " " to Macao 2.00
Second " " " " " " 1.00First " " " " to Macao 3.00
Second " " " " " " 1.50Breakfast, Tiffin or Dinner \$1 each only.
Wine and Spirit of the best brand are used.The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. *Perseverance*.For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong;
or to
Messrs. WENT & Co., Canton Agents.
S. A. NORRIS, Macao Agent.

Hongkong, 1st May, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

Captain Helms, will be despatched for the
above Ports, TO-MORROW, the 6th instant,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers, the steamer of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENALDER,"
Captain McIntosh, will be despatched as above
on or about the 15th May, 1905.For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th April, 1905.

Shipping—Steamers.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

CHEAP EXCURSIONS TO MACAO!

THE Steamship

"HONAM,"

2,363 tons,

Captain H. D. Jones, will make a special trip

EVERY SUNDAY TO MACAO AND BACK.

Hour of Departure:

From Hongkong 9 A.M.

Arriving at Macao about Noon.

From Macao 7 P.M.,

Arriving at Hongkong about 10 P.M.

FARES:

First Class, Single \$1.00.....Return \$4.

Second Class, Single \$1.00.....Return \$3.

Children under 12 half-price.

Tickets may be obtained at the Office of the
Company, 18, Bank Buildings, Queen's Road
Central (opposite the Hongkong Hotel), or on
board the Steamer.No CHITS will be accepted, and Servants'
Passages must be paid for.T. ARNOLD,
Secretary.

Hongkong, 2nd May, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI".....20th May, 1905.

"ERROLL".....6th June, "

"HINDUSTAN".....24th June, "

For Freight and further information, apply

DODWELL & Co., LIMITED,
Agents.

Hongkong, 1st May, 1905.

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 4th May, 1905.

HONGKONG—MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.10 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 4 P.M. and on Sundays at 6 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 30 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 1st May, 1905.BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain G. M. Symonds, will be despatched
as above, on SUNDAY, the 7th instant, at
Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 2nd May, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LONDON AND ANTWERP VIA
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods under-
delivered after the 10th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 17th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd May, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LONDON AND ANTWERP VIA
STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods under-
delivered after the 10th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 17th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 10th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd May, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *India*.From Persian Gulf, ex B.I.S.N. and D. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 10th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.No claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 4th May, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.Goods not cleared by the 8th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No claims will be admitted after the goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 1st May, 1905.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the

Mails.



PENINSULAR & ORIENTAL
NAVIGATION COMPANY

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, TO-MORROW,
the 6th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. "Victoria," 6,522 tons, from
Colombo, Passengers accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Arabia,"
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 5th May, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA"

Captain Boyer, will be despatched for MAR-
SEILLES on TUESDAY, the 16th May,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. "ERNEST SIMONS" 30th May.

S.S. "POLYNESIE" 13th June.

S.S. "CALEDONIE" 27th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Hyades	3,753	Geo. Wright	At May 23

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Trenton"
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,

Hongkong, 5th May, 1905.

BOO CHEONG,

昌發

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Ellipse Duplicator.

Hongkong, 3rd February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$3.70 per Bag 50 lbs. net ex Factory.

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
OHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VOUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61]

To Let.

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1905. [70]

TO LET.

A BUILDING at CAUSEWAY BAY, in
present in occupation of the Szeita
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [537]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsing
Tao, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bells.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATTON V. ANCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

TO LET.

A LARGE BUNGALOW, with splendid
view of the sea front, No. 2, BAY VIEW,
KOWLOON, containing Five Large and Three
Small Rooms, with complete Electrical fittings,
Tennis Court and Garden.

Apply to—

H. RUTONJEE,
Hongkong or Kowloon.

Hongkong, 2nd May, 1905. [531]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904. [66]

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHADN, D.D.S.,

37, DES VOUX ROAD, GZTAAK, HONGKONG.

Hongkong, 4th June, 1904. [67]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	1,000,000	115	115	1,000,000 \$8,000,000 \$20,000	\$1,493,408	Div of £1.10/- and bonus of £1 @ ex- change 1/11 3/16 = \$25.46 for second half-year 1904	\$790 buyers (London 280)
National Bank of China, Limited	99,925	17	15	\$200,000	\$41,768	\$2 (London 5/6) for 1903	\$37 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	250	55	\$1,400,000 81,739	\$150,494	\$17 for 1903	\$285 buyers
China Traders' Insurance Company, Limited	24,000	183.33	325	\$950,000 \$11,092 \$102,166 \$171,445	Nil.	\$4 1/2 for year ended 30.4.1904	58
North China Insurance Company, Limited	10,000	115	15	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	Tls. 82 ex div.
Union Insurance Society of Canton, Limited	10,000	1250	100	\$1,850,000 120,000 \$172,749 \$83,116 \$846,773 \$700,000	\$2,078,097	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	5100	560	\$1,800,000 \$37,794	\$486,284	\$12 and \$3 special dividend for 1903	\$160 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	100	30	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	250	50	\$1,200,000 \$1,203,505	\$360,372	\$34 for 1903	\$305
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	25	25	\$5,000 \$15,000 \$5,439 \$20,000	\$8,832	\$1 for 1904	\$21 sales
Douglas Steamship Company, Limited	20,000	50	50	\$100,000 \$168,444	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	115	115	\$1,000,000	\$24,160	\$1 for second half-year 1904	\$26 sales
Indo-China Steam Navigation Company, Limited	60,000	110	110	\$1,200,000 100,000	£5,853	10/- for 1903 @ 1/10 3/16 = \$5.378	\$123 buyers
Shanghai Tug and Lighter Company, Limited	100,000	115	50	Tls. 25,000 £4,000	Tls. 43,761	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	Tls. 58 buyers
Do. (Preference)	100,000	115	50	Tls. 25,000 £4,116	£5,852	Interim of 1/2 (Coupon No. 5) for 1904	21/6 sales
"Shell" Transport and Trading Company, Limited	1,000,000	11	11	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts \$0.90 & b. 20 cts for year ending 30.4.04	\$37 sales
"Star" Ferry Company, Limited	10,000	10	5	\$400,000 \$130,153 \$12,675	Nil.	\$0 for 1904	\$123 sales
Straits Steamship Company, Limited	5,000	100	100	Tls. 126,000 Tls. 276,579	\$21,231	\$10 for 1904	\$123 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Nil.	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	100	100	\$150,000	\$42,812	Final of \$15 making \$20 for 1904	\$225
Luzon Sugar Refining Company, Limited	7,000	100	100	none	Dr. \$85,987	\$3 for 1897	\$27 buyers
Persia Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	Tls. 60 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	11	11	\$40,000	£7,820	No. 3 of 1/6	Tls. 7 1/2
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$672,091	50 cents making G. \$1 for 1904	G. \$1 1/4
Kaib Australian Gold Mining Company, Limited	50,000	11	11	£4,873	Dr. £4,029	No. 12 of 1/2 = 48 cents	\$4 sellers
DOCKS, WHARVES & GODOWNS.							
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,317 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
DOCKS, WHARVES & GODOWNS.							
Gen. Fenwick & Co., Limited	6,000	25	25	\$70,000 \$58,473 10,000	\$8,577	\$3.75 for 1904	\$371 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	50	50	\$300,000 \$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	\$106 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	50	50	\$33,500	\$49,889	\$6 dividend and \$1 bonus for 2nd half- year 1904	\$204 buyers
Howarth Erskine, Limited	12,000	100	100	\$60,000	Nil.	\$10 div. & \$5 bonus for year end. 30/6/04	\$275 buyers
New Amoy Dock Company, Limited	6,000	50	50	\$55,500	\$489	\$1 1/2 for 1903	\$21 sellers
Riley Hargreaves & Co., Limited	2,750	100	100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	\$150 buyers
Do. (Preference)	2,750	100	100	Nil.	Nil.	\$7 dividend	Tls. 157
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000 Tls. 487,210 Tls. 59,880	Tls. 48,153	Tls. 5 interim for 1904/5	Tls. 187 sales
Shanghai and Hongkong Wharf Company	34,000	Tls. 100	Tls. 100	\$2,100,000 Tls. 17,500	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	Tls. 187 buyers
Tanjong Pagar Dock Company, Limited	37,000	100	100	\$2,100,000	\$266,615	\$20 for 2nd half year making \$26 for 1904	\$400 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,761	Tls. 18 for 1904	Tls. 187 buyers
LANDS, HOTELS & BUILDINGS.							
Astor House Hotel Company, Limited (Shanghai)	30,000	25	25	none	59,989	\$2 1/2 for year ended 30.6.1904	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	Tls. 145 sales
Hongkong Hotel Company, Limited	12,000	50	50	\$100,000 10,000	\$3,554	\$5 for second half-year making \$10 for 1904	\$145
Hongkong Land Investment and Agency Co., Ltd.	50,000	100	100	\$50,000	\$37,875	Final of \$6 making \$12 for 1904	\$127 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,686	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	Tls. 22 buyers
Humphreys Estate & Finance Company, Limited	150,000	10	10	\$200,994 \$50,000	\$11,958	90 cents for 1904	\$123 buyers
Kowloon Land and Building Company, Limited	6,000	50	50	none	\$377	\$3 for 1904	\$391 buyers
Shanghai Land Investment Company, Limited	51,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,676	Tls. 3 final and Tls. 2 bonus making	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	Tls. 12 buyers
West Point Building Company, Limited	12,500	50	50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	Tls. 374 sales
Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited	125,000	10	10	none	\$22,862	50 cents for the year ending 31.7.04	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,629	Interim of 3 1/2 a/c 1898	Tls. 35 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898 on 6,000 shares	Tls. 40 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 8,115	Tls. 22,050	4 1/2 for 1897	Tls. 180
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1904	\$100
Philippine Company, Limited	67,500	10	10	none	Nil.	First year	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	Tls. 68 buyers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	10	10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	\$133 buyers
Anglo-German Brewing Company, Limited	4,000	100	100	none	Nil.	First year	\$115 buyers
Bell's Asbestos Easton Agency, Limited	1,604	12 1/2	12 1/2	none	£161	6d. per share for 1903	\$31 buyers
Campbell, Moore & Co., Limited	1,200	10	10	\$8,000	\$1,182	\$3 for 1904	\$21 sellers
Central Stores, Limited	6,000	35	35	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	\$100
Do. (Founders)	123	35	35	\$20,000	\$1,502	None	\$80
Do. (New Issue)	14,000	35	35	\$20,000	\$1,502	Preference of 7 per cent for 1904	\$38 sellers
China-Borneo Company, Limited	60,000	12	12	none	Nil.	\$1 for 1904	\$13
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	\$1 for 1904	Tls. 65 sales
China Light and Power Company, Limited	30,000	Tls. 50	Tls. 50	none	\$3,730	None	110
China Provident Loan & Mortgage Company, Ltd.	100,000	10	10	\$8,000	\$1,581	80 cents for 1904	\$84 sales
Dairy Farm Company, Limited	25,000	7 1/2	7 1/2	none	Dr. Tls. 152,318	\$15 for year ending 31.7.1903	\$171 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	Tls. 25 sales
Fraser and Neave, Limited	4,000	50	50	\$12,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	193 buyers
Green Island Cement Company, Limited	100,000	10	10	\$400,000	\$9,054	\$2 for 1904	\$27 buyers
Do. (New Issue)	50,000	10	10	\$25,000	\$5,511	First year	\$17 buyers
Hall & Holtz, Limited	21,000	30	30	\$186,000	\$7,511	Final of \$14 making \$28	\$44 buyers
Hongkong & China Gas Company, Limited	7,000	10	10	£23,109 £3,000	£7,625	\$1 div. and 2 1/2 bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	10	10	none	\$1,747	\$1.00 50 cents for year ending 30.4.1904	\$174 buyers
Hongkong High Level Tramways Company, Ltd.	12,500	10	10	none	\$1,705	\$15 for year ending 30.11.1904	\$114 buyers
Hongkong Ice Company, Limited	8,000	25	25	\$50,000	\$5,316	Final of \$13 making \$17 for 1904	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	50	50	\$60,000	\$11,137	\$10 for 1904	\$150 sales
Hongkong Steam Waterboat Company, Limited	15,000	10	10	\$25,000	\$299	Final of 70 cts and 50 cts bonus making	\$18 buyers
Katz Brothers, Limited	10,000	100	100	\$475,000	\$1,400	\$8 for 1903	\$133 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	100	100	none	\$21,583	Interim of 50	\$133 buyers
Maatschappij tot Mijn- Bosch en Landbouwen- politiek in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 238,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2, paid 15.3.05	Tls. 246 buyers
Maynard and Company, Limited	3,400	10	10	none	Nil.	\$2 for year ended 31.10.1904	\$23
S. Motrie & Company, Limited	4,000	50	50	\$5,000	383	Final of \$3 making \$5 for the year ending 30.6.04	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	50	50	None	Dr. \$5,537	None	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 188,772	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	Tls. 112 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 10,247	Tls. 10,247	Tls. 5 for 1903	Tls. 75 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	Tls. 150 sales
Shanghai Waterworks Company, Limited	10,000	250	250	Tls. 25,000	Tls. 7,369	Final of 37 1/2 making \$2 1/2 for 1904	Tls. 450
Singapore Dispensary, Limited	600	50	50	\$20,000	\$1,700	\$6 1/2 for year ended 31.7.1904	\$80
South China Morning Post, Limited	6,000	25	25	none	Dr. \$39,020	None	\$23 sales
Steam Laundry Company, Limited	5,000	5	5	none	\$3,644	60 cents for year ended 31.5.04	\$7 buyers
Straits Ice Company, Limited	10,000	5	5	none	\$700	First year	\$5
Straits Trading Company, Limited	20,000	100	100	\$25,000	\$84,813	\$10 for second half year 1904	\$150 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,035	\$1 div. and 35 cents bonus for half year ended 30.9.1904	\$423 buyers
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	Tls. 2 for half year	Tls. 100
United Asbestos Oriental Agency, Limited	9,900	10	10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903/4	Tls. 125 sales
Do. (Founders)	100	10	10	none	Nil.	50 cents for year ended 31.5.1904	\$91 sales
William Powell, Limited	12,000	10	10	\$3,000	\$588	Interim of 50 cents for year 1904/1905	\$140 buyers